



Aviation Management Council

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Aviation Management Council Meeting July 29, 2003

Present: Mike Martin (chair), Larry Brosnan, Bobbe Bilyeu, Ron Hanks, Barbara Mahaffey, Mick McCurry, Pat Norbury, Asher Williams, Rick Willis, Judy Ragain (secretary)

Introductions. Larry Brosnan represented Tony Kern. Pat Norbury replaced Asher Williams on the Aviation Operations Oversight Team. Bobbe Bilyeu represented the FS on the Finance Committee.

May 6, 2003 Minutes (Mike Martin). The minutes were approved as read and will be put on the Web at <<http://www.oas.gov/hq/director/amc/amc.htm>>.

Reporting Updates on Assignments and Operations Plans (Mike Martin). Mike asked (1) everyone to check the minutes and report on any assignments at the next meeting, and (2) the Oversight Teams to provide operations plan updates at each meeting.

OAS/NBC Reorganization (Mike Martin). A year and a half ago, OAS was moved under the DOI National Business Center; Mike now reports to the NBC Director. OAS administrative functions are being aligned with NBC; this will be completed by October 5, 2003. OAS Safety, Technical Services, and the area offices will become the NBC Directorate of Aviation Management. Mike stated that business will continue as usual with no one moving geographically and no changes occurring with interagency partners.

Aviation Operations Oversight Team (Mick McCurry)

1. **Interagency Airspace Coordination Guide.** With minor changes, the 2003 IACG will be published on the Web. It will not be available from the warehouse. The AMC signed the approval letter, which will be in the guide. This letter will be sent to Julie Stewart, airspace coordinator.
2. **Interagency Leadplane Operations Committee FY03 Plan.** The plan has been approved.
3. **Interagency Smokejumper Operations Guide.** Asher has submitted the guide for FS signatures. The *Interagency Smokejumper Operations Guide* is not an aviation issue.
4. **Low Skids for BO 105 for Interagency Fire Use.** DOI granted a waiver for Alaska only. The IHOPS Steering Committee has been asked to look into adopting nation-wide standards for the BO 105 and to report its findings in October.

5. **Helicopter Pilots Returning to Government Contract System.** The American Helicopter Association has made a recommendation to eliminate the “100 hours in the last 12 months” for helicopter pilots wanting to come back into the system. Al Rice and Morgan Mills are researching this.
6. **Accident Review Board Recommendations.** Recommendations from DOI are: Changes on the back of the pilot card (Asher and Pat are researching this); prohibiting area B (of the performance charts) operations in the Bell 206 series helicopters; and making load calculations mandatory for all operations not just fire. An interagency committee working on the download issue will address the area B and the load calculation form. These items will have to be taken to the Working Group in September.
7. **Resolve Airtanker Program Direction.** A system has been enacted to get the airtankers back in operation.
8. **Combined SAFECOM System.** This is to be completed by September 2003. Ron Hanks said that FEMA has requested the URL <SAFECOM.gov>. The AMC asked him to draft a letter suggesting another URL for FEMA.
9. **Update MOU on Post Incident Carding.** This has been completed.
10. **Interagency Development of Automated Flight Following.** This is an ongoing project. Nineteen tankers have beacons. Web-based training is being developed for helicopter pilots.
11. **Pilot Background Checks.** This project is on hold and will be included in next year’s operations plan.

Business Management Oversight Team (Barbara Mahaffey)

The Team is working on all items in the operations plan. Sam Stivison is investigating quality clauses in contracts. All IRM projects on ongoing.

FS Aerial Supervision Module Test Program (Pat Norbury). In June the test program was enacted for this season, and the leadplane-qualified pilots and tactical supervisors completed the BLM training and qualifications program. Dave Dash and Rusty Warbis were contacted to train in Missoula with the FS pilots; three crews qualified in July. They are now in the field as a national resource, have been getting 4 to 6 hours of use per day, and receive good reports. It’s been suggested that one call sign be used for BLM and FS but right now it may be confusing to make this change. When the end-of-season report is written, the FS may begin to implement the ASM and sign onto the DOI *Aerial Supervision Operations Guide*. Pat noted that the leadplane pilot must be able to function on his own, not always with a tactical supervisor.

STAT Teams. STAT teams are operating on the regional level at this time.

Next Meeting: Late October 2003 was suggested. Larry will check with Tony.